

COLUMBUS TRANSPORTATION AND PEDESTRIAN COMMISSION
REGULAR MEETING MINUTES
50 WEST GAY STREET, CONFERENCE ROOM B, 1ST FLOOR
TUESDAY, JANUARY 13, 2015
5:00 P.M

Present Were: Carr, Duguid, Stitt, Wood

Voting Members:

Advisory Member:

Executive Secretary: Austin

Department of Public Service: Tricia Fought, Bud Braughton, Reynaldo Stargell

Division of Infrastructure Management Staff:

Division of Traffic Management Staff:

Division of Design and Construction:

Guest Speakers: Patricia Kovacs

CALL TO ORDER: 5:02 p.m.

Lori Duguid served as Chair since Steve Simmons was unable to attend. We are missing Bill Lewis today who served this commission and was a friend to all of us, and would like to take a few minutes to remember him.

Everyone was given a moment to review notes of November 14, 2014.

MINUTES

Duguid asked for a motion to approve the November 2014 minutes.

Motion to Approve – Wood

Second – Stitt

Motion Carries

Action Items

No action items

Old Business

Short North Parking Study Update – Patti Austin

Public meetings were held in December in an open house format and a formal presentation meeting. Both went well. We've received a lot of input. In general, people are asking for more details and asking for tweaking. There was not a lot of opposition to the entire plan in general.

All comments will be compiled. We will address what we can. We are putting together an implementation plan including timing of how to move forward. The implementation plan and fiscal portion will complete the study. We will know whether the meter revenue will pay for the improvements, etc. in the next 30 days. This information will be published.

We are holding interviews this week for a Parking Manager, which is the same job class as Michael Mercurio. This person will work on parking policy. They will implement this and other parking initiatives. Hope to have this person hired by February, and will share that with the commission.

New Business

Speed Study Update – Tricia Fought

Tricia provided an update to the list of locations for speed studies. First is Wilson Road between Sullivant and Broad. Both Franklin County and the Greater Hilltop Area Commission approached and asked for a study because the speed is currently at 50 MPH. Franklin County actually conducted the study with input from the City because of the limits. It was determined that 50 mph is still the appropriate speed. Not a lot of access drives in that location, so 50 mph will remain. We will continue to monitor.

Second is Warner Road between Ulry and Hamilton. We again worked with Franklin County on this. Currently posted at 50 mph in city segment but not posted in Franklin County. The study results are that it should be posted at 45mph in the City. During the upcoming project at Ulry and Warner the 45 signs will be installed in the county portion.

This fall we reevaluated Neil, King, Third and Fifth in Victorian Village area where speed limit was lowered to 35mph in the spring. It is still appropriate speed. We are looking at doing a couple of other things in that area. On First and Third in the Harrison West area we will stripe parking lanes to visually narrow the roadway. Also, we will look at King to see if we can do something similar. Neil already has a visual road diet. Fifth Avenue is currently under study by a consultant to see if we can add additional parking. We will stripe that as well to visually narrow the roadways to calm traffic.

On Neil Avenue we want to work with the Victorian village to see if there is interest in deploying speed indicator signs. There is one on Livingston on the east side. They are a temporary/permanent installation. It is a sign that flashes the speed limit and a strobe flashes if you are over the speed limit to remind you to slow down. We will have to see what treatments work.

Moving forward we have a couple of locations we will continue to study. Summit and 4th over I670 we will look at what speed is appropriate. Summit is posted 45mph and 4th is posted 35mph. Looking at those to see what is appropriate.

Winchester Pike on the east side - There is confusion on Columbus side as to what is the posted limit. Making sure it's clear and signed.

Ohio and Champion in Poindexter Village Area - Poindexter Village project is going to change Ohio and Champion to 2-way roadways. We are looking at lowering those speed limits to 25mph.

Downtown Standards – Tedd Hardesty of the EDGE Group

The current Downtown Streetscapes Standards were developed in 2000. The Edge Group, partnering with the departments of Public Service, Development, Utilities and Recreation and Parks we are going to update them. We have done a tremendous amount of outreach. We will come back to you for more details at a later date.

(Tedd showed the plan from 2000). Our job is to update this. A lot has happened in the last 15 years including development. We are sorting through new standards, working with outside stakeholders and the City to figure out the best standards for downtown. In addition, we are doing a focus study of River South. This is driven by the fact that there are several large projects in that area now. Rich and High will have approximately 1000 new residents that will be living at that intersection soon. A lot has happened in that neighborhood in terms of public infrastructure. Looking at additional ways to complete that district. Our schedule is a 9 month schedule. We are here in the first stage. By early fall we should have a plan moving forward to be approved by City Council. The River South study is moving faster. Want to identify future capital improvement projects by May / early June with a defined list of improvement projects in the River South district.

City Departments involved – we have engaged some. We are having specific sit-downs next week. You have a mission in terms of pedestrian environment. Specific private developers have also made a big investment and we want to hear from them.

Last week, focus groups were started and well attended including a group of River South developers, architects, landscape architects and urban designers. More are scheduled for this Thursday and Friday. We are also working with a group of engineers – some have worked on past downtown projects and some for future projects. We will be meeting with them this week. This is the working group we have established. We are using them as a sounding board prior to public meetings. Usual suspects – gather those folks to review draft standards before public meeting dates – late April and late July.

Project limits are the “understood” boundaries of downtown. As we start to think about standards for streetscapes in the downtown there are a lot of factors that we anticipate will influence what we come up with. These are the boundaries of the SIDS, Downtown, plus Historic District boundaries. A lot of us recognize Arena District, Scioto Peninsula, River South, Capital Square, Warehouse District and Discovery District. Some have real boundaries and some have fuzzy boundaries. To make things more complex there are additional things going on: Scioto Greenways, Creative Campus and Southeast Gateway (study done a few years ago – is it a district yet or name of a plan?). New development projects on west end of Arena District, Convention Center, Gay Street, Neighborhood Launch, and even an area including Dirty Franks – 4th Street Area. There is a group of things going on there and people are identifying it as a district. High and Broad – we asked a lot of people “is that a district, or great streets that go through several districts?” Consistent answer we keep getting is that they are great streets that go through several districts.

Another launching point is the 2010 strategic plan which identified street typologies in the downtown. At this point we anticipate building on those and identifying the logical streetscape elements that work within those different typologies. The other thing we are aware of is the Multimodal Thoroughfare Plan (MMTP) and while this project will move faster than the MMTP project, it's great to know that level of thinking about what is happening between the curbs is happening at the same time we are thinking of what is happening from behind the curbs or from

curb to building. There are a variety of other significant projects influencing what some of the standards will be, like the Mound and Fulton. A lot of those are nice improvements new crosswalks and curbs, streetlights. Are those things that worked on other projects, will those become new standards for other parts of downtown?

These are the basic subjects we've been asked to cover in coming up with new standards. Pedestrian sidewalks and there are a variety of existing conditions. These photos are an inventory of various things we currently have downtown. We are not necessarily looking at doing things perfectly uniform all the same throughout the city. A lot of feedback we've received from folks is that there is a level of standardization that makes sense and unifies but we are looking for a richness in diversity and certain elements. We haven't begun to figure out which ones should be diverse and interesting, but that is part of the process.

Curbs – different materials have been used downtown. We are interested in durable materials.
Crosswalk and Ramps

Landscaping – lots of trial and error, in this City and other cities, in terms of providing the best environment for healthy trees. Will research this for best practices.

Kirsten asked: How much consideration is given to green infrastructure when you think about those environments? It is an integral part.

Street lights – a lot of progress has been made on what is working for the City. Arena district has its own set of standards. Will meet with public utilities on this.

Green infrastructure – lots of great stuff happened over last 5 to 10 years. Utilities have focused on this and we will learn more about this next week.

Utilities – making sure the standards we come up with are appropriate and do not cause conflict with underground utilities. Utilities have requirements and make sure we accommodate those.

Traffic signals – we understand there are some new standards that have been established for these.

Public Art – won't be prescriptive about art, but will have standards for placement and safety, including view angles for pedestrians, vehicles and bicycles. As well as provisions for water and power when required.

Irrigation – where, when and how? More and more medians are downtown. Asking questions if some of those materials can be standardized. Lots of furniture. We are reinforcing the Riverfront, but also other places. We will come up with a standard, or do away with old standards.

Parking lot screening - heard lots of commentary. Good examples, but plenty of places with no screening.

Many other things found in a streetscape. Bike infrastructure is a big hit and people like it. There are a variety of other things that need thought about spatially and functionally. Bike shelters, regulatory signage and criteria and protocol. What should trigger the installation of these standards and when is it appropriate to deviate? Been talking to developer folks about this. That is a quick run through of what we are covering. This is informational tonight, but happy to hear initial thoughts or concerns. The plan would be for us to come to you with draft standards.

Kevin – it's good the city is upgrading these standards. Will this project look at temporary or permanent sidewalk dining? Tedd believes it will. We anticipate being as descriptive as we can be with how it works on a typical street. Bud said the downtown circulation study explains the use of each street and we've been working on Gay, Front and High. We are aware of the needs for this area.

On street dining needs addressed. You see a little bit of everything at some of the restaurants.

Based on typical street typography, there are streets that building to curb dimensions are 9 feet, 12 feet, etc. See what we can do in typical streets. Need safe functional walk zone and other stuff can happen along the curb. This all needs addressed.

Bud said a lot of things are coming up such as parking spaces, and what is appropriate for that too.

Introduction of New Staff - Patti introduced Reynaldo Stargell, who started with the city about a month ago. Reynaldo will primarily focus on 3 areas: supervising Dan Blechschmidt (development engineer), pavement markings and signage. Right now Tricia Fought is doing signs, all kinds of studies, pavement markings, and interacting with design people on review of studies. She will focus just on studies and safety. Tricia is the Traffic Studies Engineer and Reynaldo is the Traffic Control Engineer. Patti knows people will be asking about MMTP that Bill was working on which is a huge project. We can't replace Bill, but we are trying to decide what to do with his vacancy. Carrie Fortman, who works for Tricia and just passed her PE, is now an Engineer I. She will take over the management of the MMTP. She will rely on Tricia and I and Jennifer Gallagher for technical expertise. She is very organized, very smart and she will keep the project moving. She trained under Bill, so she understood Bill's philosophy and the philosophy of what we are trying to achieve with the MMTP. She really gets it. In the past she's done a lot of our traffic calming and our neighborhood issues. We are happy she is able to take it over. We are transitioning duties. Right now we are extremely short staffed, with losing Bill and also a couple of other key vacancies to fill. Things will be a little slower coming out of our Division until we get positions filled over the next 60 to 90 days. As we bring new staff on board we will bring them here for you to meet. We were very lucky to get Reynaldo from ODOT. If it is a safety study, Tricia will handle. If it is a safety issue to be dealt with using signage, then Reynaldo will handle it. Tricia and Reynaldo will work together. MORPC is starting a safety review team. Tricia is on the list. She will inform Reynaldo so he can attend if it fits.

Kevin said the new stickers on parking meters with larger letters are so much better. Whoever did that, kudos! Patti will pass on to the parking meter area. The meter must be warm to install it, so they have to remove meter heads and take back to the shop to install. Most of them will be done this summer.

Will be publishing a new table of organization when more things are worked out. So you all know, organizationally right now, Bill was an Engineer IV. He was the only Engineer IV in Traffic Management. Jessica was an Engineer IV, but she left to go back to Delaware. Reynaldo was hired as an Engineer III. We have 4 Engineer III's that report to Patti. They work well together. The other 2 you don't see much are Mark Stephenoff and Matt McGaughey who are out in the field in control cabinets on a daily basis on the operations side. That's the TO right now. Tim Swauger who heads up Traffic shop, Mike Mercurio heads up Parking Violations Bureau and a parking manager will head up parking policy.

Insight 2050

Kerstin Carr gave a presentation on Insight 2050 which is a public/private partnership between Urban Land Institute, MORPC and Columbus 2020 to study the demographic and economic growth of the next 30 plus years in Central Ohio. This data will be used to inform regional growth scenarios and impact.

For the first phase, we hired Calthorpe Associates to do a regional analysis that provides objective data and better understand impact of future land use policies. It was important to us

that it wasn't a regional plan, but just provided good data on what impacts would be on how you develop your community. This project is important because Central Ohio will grow by more than 500,000 people in the next 30 plus years which translates into 300,000 residences, and 300,000 new jobs. That isn't so impressive because we've accommodated the same growth over the last 30 years, but the demographic make-up has changed. Looking at a chart that shows growth from 1980 to 2010. It illustrates that a majority of growth was age of 35 to 54 year olds. Those are prime years for having children and raising families. Large lot single family homes in suburban settings were wanted.

Now looking forward, we can see that 2010 to 2040 the majority of growth is the 65 and older category. That generation will double, as well as 16 to 34 year olds. A lot of research has been done with those generations. They have similar preferences for how they want to live: More walkable neighborhoods, mixed use environments, mixed age, mixed income communities, smaller residences, more transportation choices. 80% of growth will be houses without children. The way we respond to this has a lot of consequences for our housing, jobs, commercial development and infrastructure. For example, with less demand for large plot single family homes, our communities will need to build more attached, smaller residences to attract and retain our population.

With regards to economic development, we know now that our businesses follow people. It used to be that people followed jobs. That is big reason that Columbus 2020 is involved because one of their major objectives is to get businesses to locate here. First question businesses ask is if we have skilled labor force to employ.

We have a lot of commercial development (nonresidential building space) that could be redeveloped. Those places are huge opportunities. Depending on how we grow our communities impacts traffic congestion and transportation options.

Kerstin showed an example of a non-descript streetscape with little places to walk, vacant buildings, etc. Those areas are a good opportunity to use mixed use environments, housing, etc. to make town centers that people like.

We hired Calthorpe to come up with 4 scenarios of how we as a region can grow. Region consists of 7 counties (Franklin and 6 surrounding):

Scenario A: Past Trends – Develop in the same way as in the past

Scenario B: Planned Future – Develop according to community's plans

Scenario C: Focused Growth – Develop with some infill and redevelopment

Scenario D: Maximum Infill – Develop with maximum infill and redevelopment

Then compare these 4 scenarios against these 8 metrics: land consumption, local fiscal impacts, transportation, public health costs, building energy use, building water use, greenhouse gas emissions, household costs. Kerstin handed out a metric summary. Their website also has good information. Shared 2 examples: land consumption—if we developed according to our past trends we would consume an additional 270 square miles by 2050. Compared to the focused growth one is 225 square miles which is the footprint of the City of Columbus today. Imagine what we could do by saving that agriculture and green space.

The 2nd example is about local fiscal impact which includes infrastructure (roadway, sewer line and utility cost, maintenance and public safety costs). We are more fiscally efficient the more

compact we develop. The difference between Planned Future and Focused Growth is \$2.6 billion for 35 years which translates into \$80 million dollars annually we could save. The more we develop we have to build new roadways, sewer systems and extend our services instead of providing within the existing footprint.

What was nice about making this a public/private partnership is we were thinking of how we can use the information to talk to different audiences such as elected officials, local government, business leaders, developers and residents. This data can be used to better work with constituents and can open up conversations when working on planning efforts. At MORPC we hear from both local government and developers. In the end, both want the same thing, but hopefully this objective data can allow for better communication.

The full report is on MORPC's website. We are currently in the phase of doing more outreach by sharing information. I receive questions such as, are there tools such as a local scenario tool to use in other specific areas? They are currently collecting information to create a Phase II. Findings of this project were adopted in a resolution by the entire MORPC commission. They accept the findings and want to use as a framework. MMTP and NextGen programs are using this information.

Suburban communities have asked for more assistance. Are they buying into the heart of the plan? We have a lot of work to do, but a lot of communities are moving this direction. Some of the rural areas may have some resistance. I am impressed at how many communities are engaged in these conversations.

Kevin added its been a great planning tool. I've lived downtown and heard from suburban coworkers that would have previously looked at as a downtown Columbus focus study. It was a turning point when one of my executives said they wouldn't want to live in downtown Columbus, but the way this is presented, it could be any downtown. This has been very helpful.

Other Business:

Curtis would like COTA's Next Generation plan presented at a future T&PC meeting in February or March. 2014 was a significant year for COTA's ridership. There were 19.3 million trips for 2014 which is a level we haven't seen for the past 28 years. We've been focusing on making our service more attractive to people, being creative, trying to meet the needs of a broader community and how we provide our service. Our strategic vision includes alignment, making sure our goals are aligned with goals of a broader community, strengthening and improving our current service, so that we have a foundation on which to build for the future and planning for the future. Our next generation planning process which will be launched this quarter. I would request that our staff provide a presentation on what we are doing downtown to make sure our activities and how we provide our service are in line with goals of the broader community, and what the achieving development goals folks are trying to achieve in the downtown.

Guest Speaker: Ms. Kovacs, used to serve on the T&PC Bicycle Advisory Committee 2010 to 2012. Currently serve on the Columbus Advisory panel for disability issues. Want to talk about restructure of the Bicycle Subcommittee. First want to thank the City and this commission for the improvements in Columbus, making it more bicycle friendly. This weekend was helping Julie Walcoff do the Bike Friendly state application and one of the questions is what percentage of your residents bike to work. For Ohio it's .33% and for Columbus we've increased from 2011 which was .54%, 2012 .77% and 2013 was 1.01% (latest census data). You are doing good work and I thank the City. I am here because I read the October meeting notes that the bike

subcommittee is now meeting in private. I wrote the application for bike friendly in 2009. On the application it asks what 3 things that need to do to provide friendliness. One thing we put was we need to meet regularly with the bike advisory committee which had stopped meeting when the bike plan was being written. This was in 2009. I kind of assumed that the T&PC Bike Committee was taking the place of the BAC. When the BAC was established in 1993 it was established by city council to meet monthly, publicly. I brought copies of that. Why I'm here today is to say that I believe that the bike subcommittee should be meeting monthly, publicly for many reasons, but one reason is that it was supposed to be public when it was established. I think it's important for it to be a public meeting and I don't understand why it was changed.

Lori added that Bill Lewis was looking into the history of the BAC, and that is being reassigned. Thank you for your comments.

Ms. Kovacs asked if there was something that initiated the private meeting? I understand that it is less formal and that is great. Don't understand why we can't come to express opinions about things on the agenda.

Patti Austin added that was direction from our Director's office during the reorganization. We are following that guidance. The committee wanted to meet in an informal setting allowing more time for review of items than in the past. That is how we are meeting those concerns.

Ms. Kovacs said that having anyone interested that is familiar with an area come would have input for that discussion. Less formal would be better for that purpose.

Patti added that there is a once a quarter public meeting which will summarize what was discussed monthly.

Ms. Kovacs feels meeting monthly wasn't enough. Meeting more regularly during the summer time wasn't even enough.

Patti mentioned that the working group will meet monthly privately and then there is a quarterly public meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned at 6:02PM.

Respectfully Submitted,

Kelly Cramer
Recording Secretary

Steve Simmons
Chairperson

Patricia A. Austin
Executive Secretary

THIS MEETING WAS RECORDED; RECORDING IS ON FILE
AT 50 WEST GAY STREET, COLUMBUS, OHIO 43215